



# Bicycling in Oahu

## Survey Results

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# Disclaimer

- This survey and its content do not represent the views or opinions of the City and County of Honolulu Department of Transportation Services.
- This survey is not a scientific survey; results reflect only the opinions of those who responded.
- The survey and its content was only administered via an internet connection and its internet platforms (DTS Bicycle Program website, social media pages, & etc.).
- Data collected and interpreted in this survey is used by the City for research only in its effort to help guide decisions, policies, and other course of actions for the City and County of Honolulu.

# General Survey Goals

## Primary Goal:

- Get a percentage of how many participants utilize the sidewalk when bicycling and get some possible reason(s) why participants do or do not utilize the sidewalk.

## Secondary Goals:

- Get a percentage of how often participants are bicycling on average.
- Why our participants ride bikes.
- What type of bicycle facilities in Oahu bicyclists often utilize.
- Get a percentage of the different level of comfort from participants when riding a bike in Oahu.
- Receive any inputs, comments, and suggestions not mentioned in answer(s).

# Background

- Conducted from October 29, 2020 - November 30, 2020 (duration of 33 days)
- Total of 578 survey responses
- No demographic or personal information was collected from participants
- Total of 7 multiple-choice questions asked for all participants
  - 5 General Questions asked
  - 2 Specific Questions asked based off selected answers on one question related to 'sidewalks.'

# Targeted Participants

- Bicyclists of all skill levels (including bike-share riders).
- Interested participants (can already be riding or thinking of riding).
- Oahu residents or someone who has rode a bike in Oahu recently.

# Methodology

- Survey was conducted via Google Forms (survey created and link to survey hosted on Google Forms).
- Link to survey was posted and shared with the general public via City and County of Honolulu's Bicycle Program Website and Facebook page; via Department of Transportation Services' Facebook and Instagram.
- Shared and reposted with partner organizations:
  - Hawaii Bicycling League (HBL)'s newsletter and social media pages;
  - via Oahu Metropolitan Planning Organization (Oahu MPO)'s newsletter and Facebook page; reposted on Biki social media pages.

# Methodology -continued

- Participants were told the survey is being conducted by the City's DTS for purpose of knowing bicyclists' comfort level and riding habits on Oahu.
- This survey would generally take about 5 minutes to complete (is not timed; based off length of survey).



# Influential Factors

- Survey was collected during the Covid-19 Pandemic period.
- Survey link was open to anyone to complete upon availability of the link.
- There were no control measures to limit how many times the participant did the survey (based off honor system).
- The skill level of bicyclists were not considered among participants.
- Location of where participants lived and/or commuted was not considered.
- Survey was shared with organizations that may have participants who already bike regularly: HBL members, Biki, and Oahu MPO

## Bicycling in O'ahu Survey

Aloha, the City and County of Honolulu, Department of Transportation Services, Bicycle Program is interested in knowing riding habits of bicyclists in O'ahu so that we can help make O'ahu a more bicycle friendly place. Please answer each question the best that you can and as honestly as you can. Your answers are anonymous and confidential. Responses will be collected until the end of November 30, 2020.

\* Required

1) On average, how often do you ride a bike? (can include yours, bike rental, Biki, or someone else's)

- ☐ Every day
- ☐ 3-5 times a week
- ☐ 1-2 times a week
- ☐ 1-2 times a month
- ☐ Rarely or sometimes
- ☐ I am not interested or I am not able to ride anymore
- ☐ Other: \_\_\_\_\_

2) Overall, what is the main reason(s) in your daily life that makes you ride a bike? (Select all that apply)

- ☐ Recreational (exercise, pleasure, hobby, activity with family/friends, or etc.)
- ☐ Commute (to/from work, school, errands, events, or etc.)
- ☐ Competition (races, sport, or etc.)
- ☐ Lifestyle (for the environment, save gas, personal choice, or etc.)
- ☐ I am not interested in riding or I am not able to ride
- ☐ Other: \_\_\_\_\_

3) Personally, what type of facility do you often use when riding? (Select all that

# Participant Survey

# General Questions Asked and Results

1) On average, how often do you ride a bike? (can include yours, bike rental, Biki, or someone else's)

- ☐ Every day
- ☐ 3-5 times a week
- ☐ 1-2 times a week
- ☐ 1-2 times a month
- ☐ Rarely or sometimes
- ☐ I am not interested or I am not able to ride anymore
- ☐ Other: \_\_\_\_\_

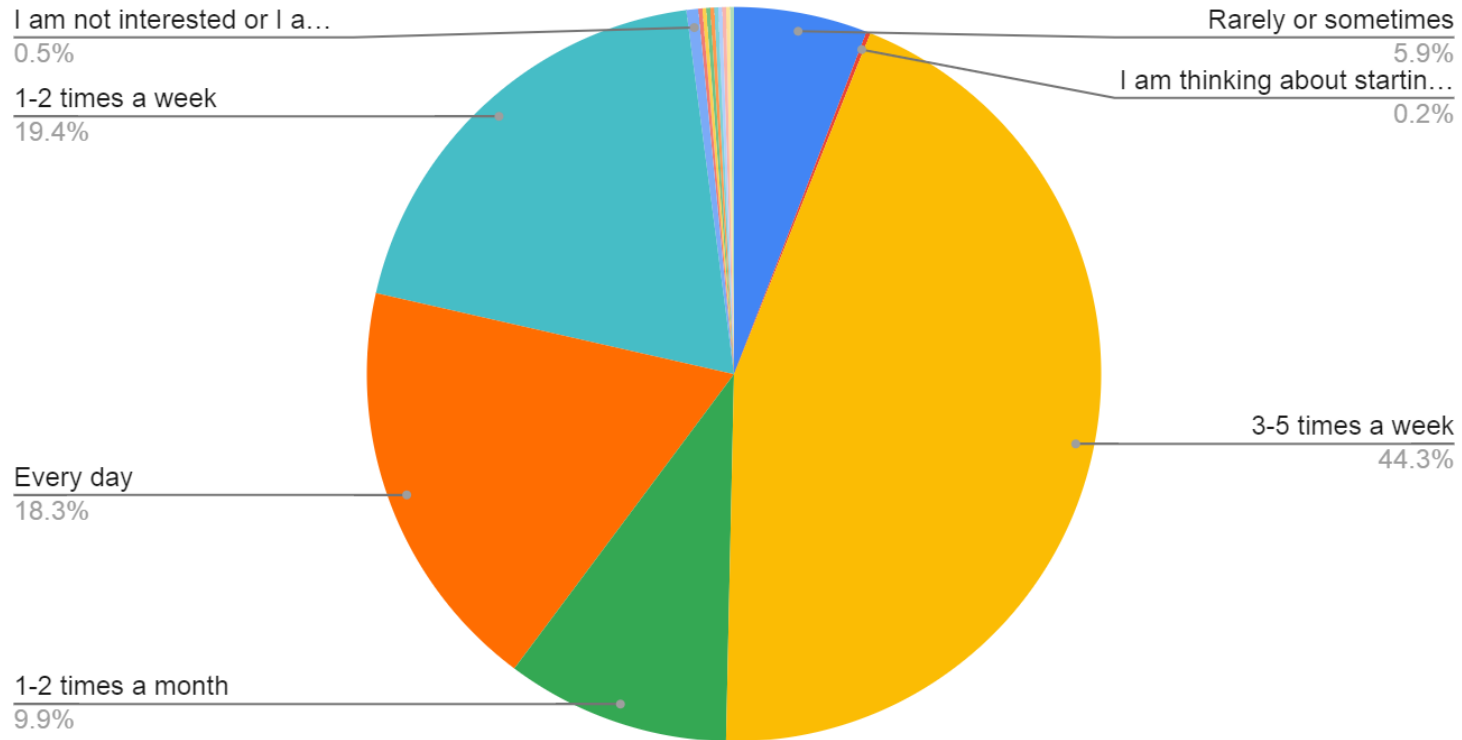
# Question 1: Results Summary

Multiple-choice answers given (only one can be selected):

- (18.3%) Every day
- (44.3%) 3-5 times a week
- (19.4%) 1-2 times a week
- (9.9%) 1-2 times a month
- (5.9%) Rarely or sometimes
- (0.5%) I am not interested or I am not able to ride anymore
- (1.7%) Other\* (participants may write in a personal response or leave blank)

\*Percentage calculated from remaining responses out of 100%

## Question 1: On average, how often do you ride a bike? (can include yours, bike rental, Biki, or someone else's)



# Question 1: 'Other' Answers

- “I am thinking about starting. Looking to save up for electric bike.”
- “Pre-covid it was 5 times a week. Post-covid, it’s more like once a week.”
- “Before the pandemic I commuted round trip 5 days a week.”
- “I would love to ride but feel unsafe in Honolulu.”
- “I would love to. No time to ride anymore.”
- “Getting back into riding. Will be a couple times per month.”
- “Every day before the pandemic, it was our preferred method of transportation to work, gym, restaurants, etc.”
- “I can’t ride a bike.”
- “Before COVID I rode more often. 1-2 a month.”

# Question 1: Key Findings

- At least 82% of the total number of responses participants have selected are bicycling at least once a week combined (this includes those bicycling multiple times a week).
- At least 91.9% of the total number of responses participants have selected are bicycling at least once a month combined (this includes those bicycling weekly).



2) Overall, what is the main reason(s) in your daily life that makes you ride a bike?  
(Select all that apply)

- ☐ Recreational (exercise, pleasure, hobby, activity with family/friends, or etc.)
- ☐ Commute (to/from work, school, errands, events, or etc.)
- ☐ Competition (races, sport, or etc.)
- ☐ Lifestyle (for the environment, save gas, personal choice, or etc.)
- ☐ I am not interested in riding or I am not able to ride
- ☐ Other: \_\_\_\_\_

# Question 2: Results Summary

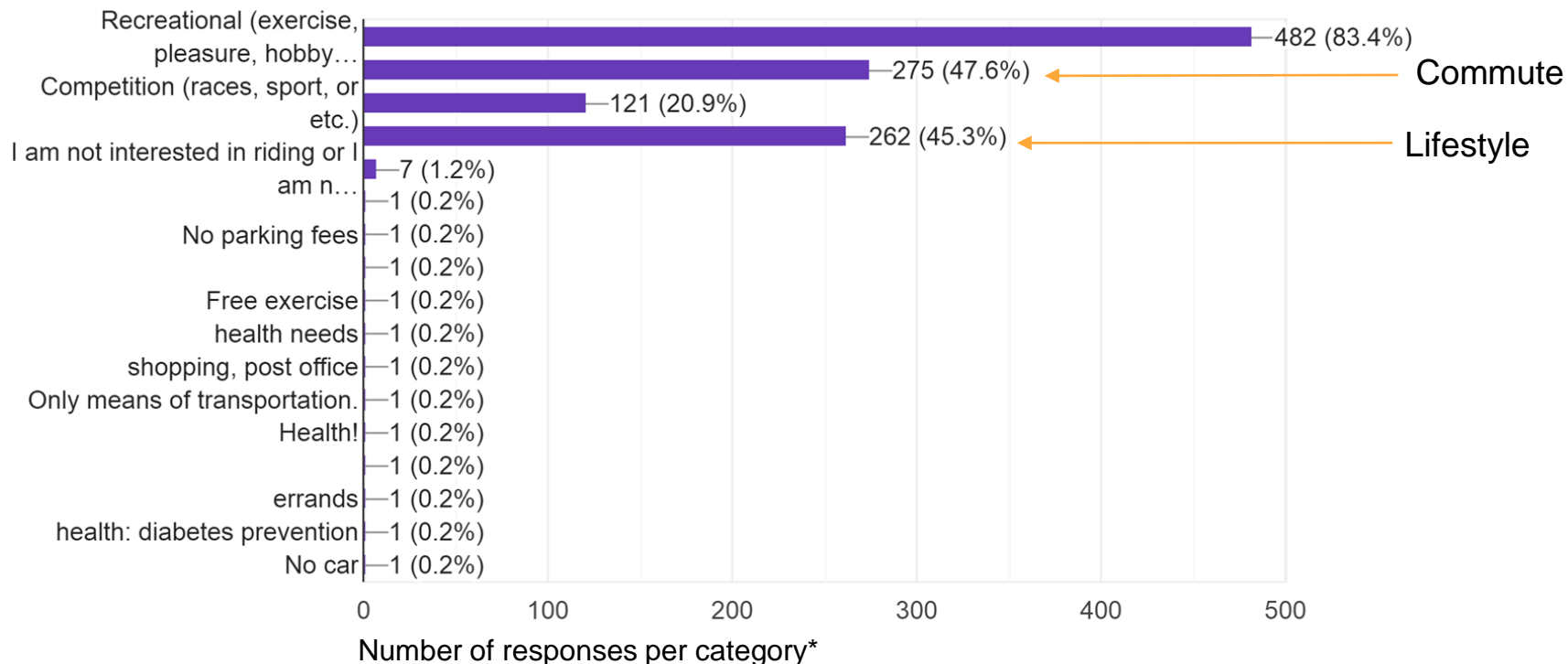
Multiple-choice answers given (select all that apply):

- (83.4%) Recreational
- (47.6%) Commute
- (20.9%) Competition
- (45.3%) Lifestyle
- (1.2%) I am not interested in riding or I am not able to ride
- (2.4%) Other\* (participants may write in a personal response or leave blank)

\*Percentage from total number of “other” responses

2) Overall, what is the main reason(s) in your daily life that makes you ride a bike? (Select all that apply)

578 responses



\*Graph includes individual "Other" answers that may not show up on this graph made

## Question 2: 'Other' Answers

- “Free exercise.”
- “Diabetes prevention.”
- “Errands.”
- “Shopping, post office.”
- “No parking fees.”
- “Only means of transportation.”
- “No car.”
- “Health needs.”
- “Health.”

## Question 2: Key Findings

- Overwhelmingly, 482 out of 578 responses or 83.4% of the total number of responses from participants selected “Recreational” as a main reason or one of the reason(s) for biking in their daily lives.
- Among other reasons for biking, “Commute” and “Lifestyle” each make up nearly half of total number of responses selected.
- Only about 20.9% of total number of responses selected “Competition” as a main or one of the reasons for biking in their daily lives.

3) Personally, what type of facility do you often use when riding? (Select all that apply) \*



☐ Bicycle Paths; includes recreational parks (Example: Pearl Harbor Bike Path. Riding on a path separate from the roadway)



☐ Protected Bike Lanes (Example: S King St Bike Lane. Riding on a separate lane that has a physical barrier between them and vehicles on the road)



☐ Bicycle Lanes (white striping on portion of the road adjacent to curb; sometimes with bicycle markings present)



☐ On a full travel lane on the road (sharing with motor traffic; sometimes includes bike markings on ground or nearby bike signage)



☐ On the Sidewalk

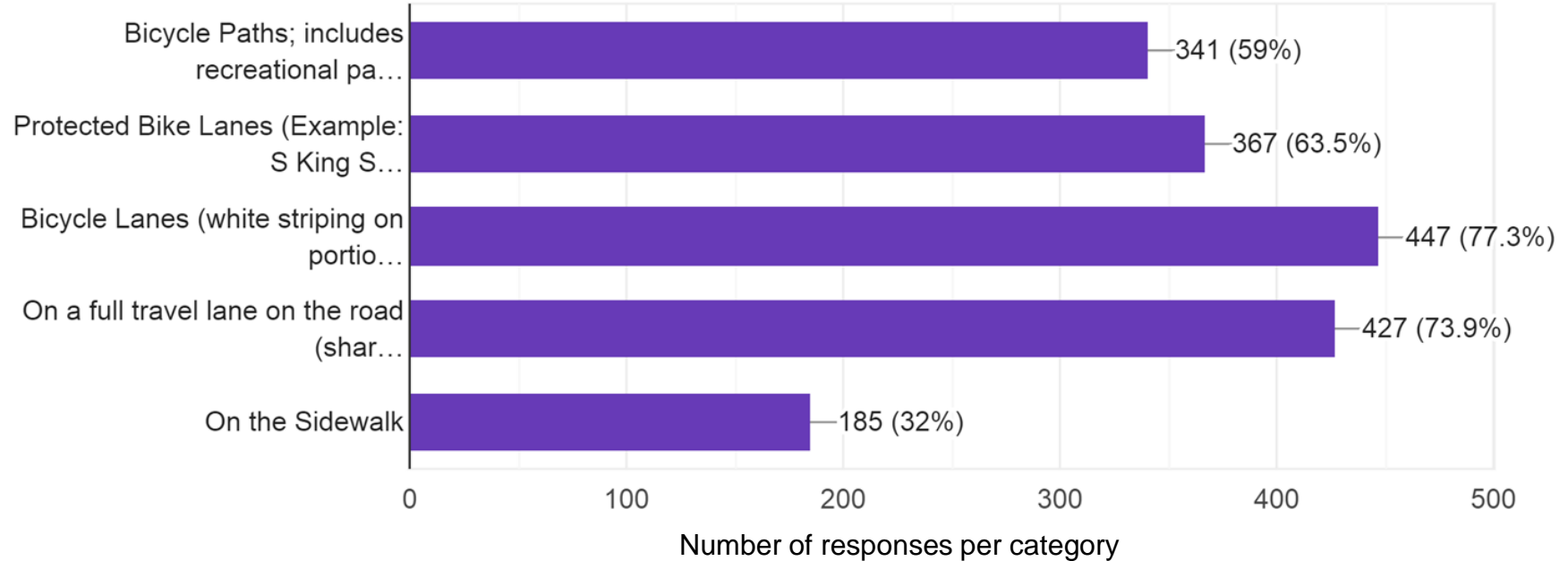
## Question 3 : Results Summary

Participants were given multiple-choice answers with details, followed by a picture of the facility (select all that apply):

- (59%) Bicycle Paths
- (63.5%) Protected Bike Lanes
- (77.3%) Bicycle Lanes
- (73.9%) On a full travel lane on the road
- (32%) On the Sidewalk

### 3) Personally, what type of facility do you often use when riding? (Select all that apply)

578 responses





## Question 3: Key Findings

- Bicycle paths, Protected Bike Lanes, Bicycle Lanes, and Travel Lanes range from about 60% to 77% of the total number of responses selected from participants that they would say they often use when riding their bikes.
- Nearly one-third (32%) of total number of responses selected were from participants who selected “sidewalks” they often use when riding.

4) Which statement best describes your level of comfort when riding a bike in O'ahu?

- ☐ I'm very comfortable
- ☐ I'm usually comfortable but have concerns at times
- ☐ I ride but it's not a comfortable experience for me
- ☐ I'm interested in riding but not comfortable enough to start riding or to continue riding
- ☐ I have no interest in riding or I'm not able to ride
- ☐ Other: \_\_\_\_\_

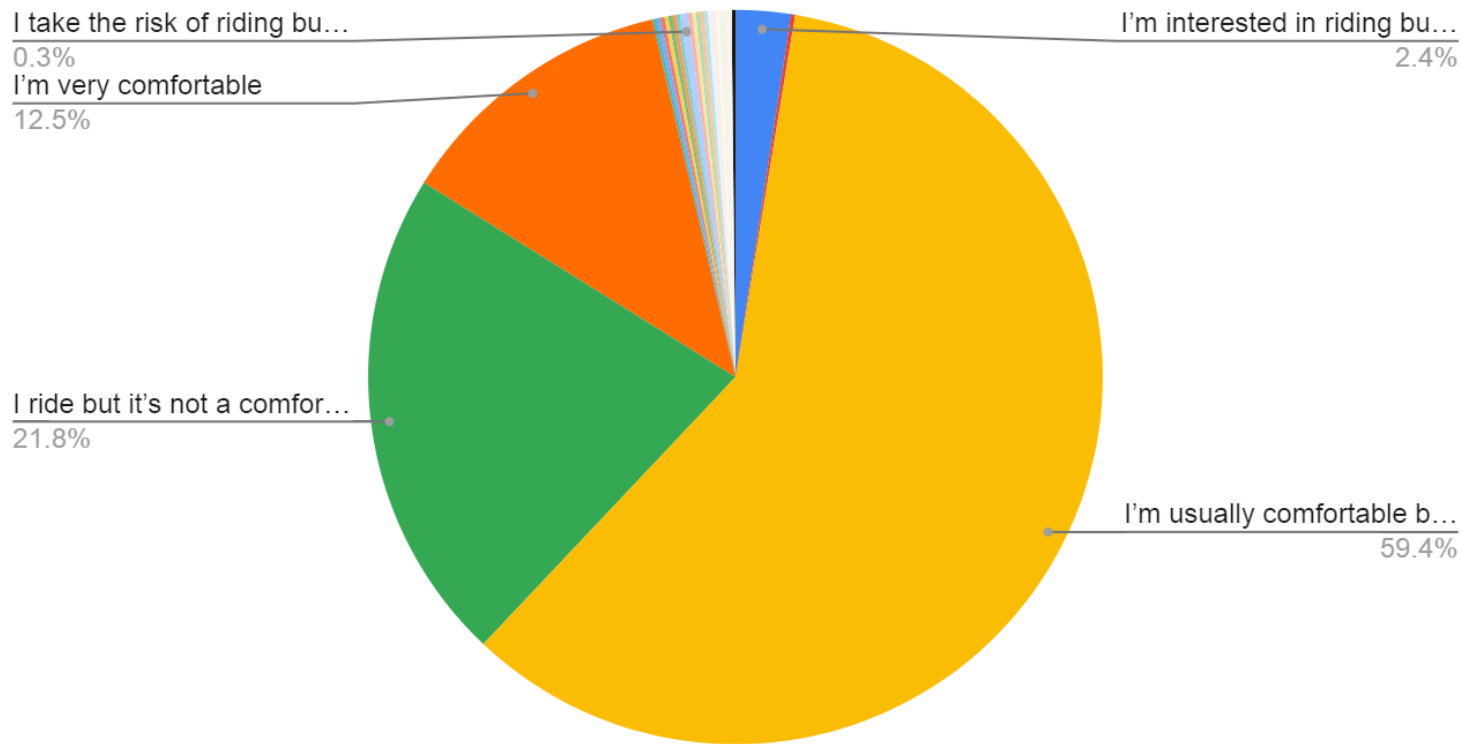
# Question 4: Results Summary

Multiple-choice answers given:

- (12.5%) I'm very comfortable
- (59.4%) I'm usually comfortable but have concern at times
- (21.8%) I ride but it's not a comfortable experience for me
- (2.4%) I'm interested in riding but not comfortable enough to start riding or to continue riding
- (0.2%) I have no interest in riding or I'm not able to ride
- (4%) Other\* (participants may write in a personal response or leave blank)

\*Percentage from total number of “other” responses

## Question 4: Which statement best describes your level of comfort when riding a bike in O'ahu?



## Question 4: 'Other' Answers\*

- "I take the risk of riding but would love bike paths to be safe."
- "I'm comfortable in neighborhoods but drivers are terrible in town."
- "Usually comfortable but would ride much more if there were more protected bike lanes. Hawaii drivers don't know how to deal with cyclists, unlike say Amsterdam."
- "Used to cycle everywhere and didn't own a car. But I no longer ride on city streets. Too many close calls and inattentive and/or aggressive drivers."
- "I'm very comfortable and confident, but I am also VIGILANT about cars."
- "I ride mostly on the dirt. Riding on the road petrifies me."
- "Not safe in the roads."
- "I'm only comfortable on some streets."

## Question 4: Key Findings

- A majority, 59.4% of total number of responses selected were from participants who selected “I’m usually comfortable but have concern at times,” when riding a bike in Oahu.
- Only 12.5% of total number of responses selected were from participants who felt “I’m very comfortable,” when riding a bike in Oahu.

5) How often do you ride on the Sidewalk? \*

- ☐ Never
- ☐ Rarely
- ☐ Occasionally
- ☐ Often
- ☐ Always

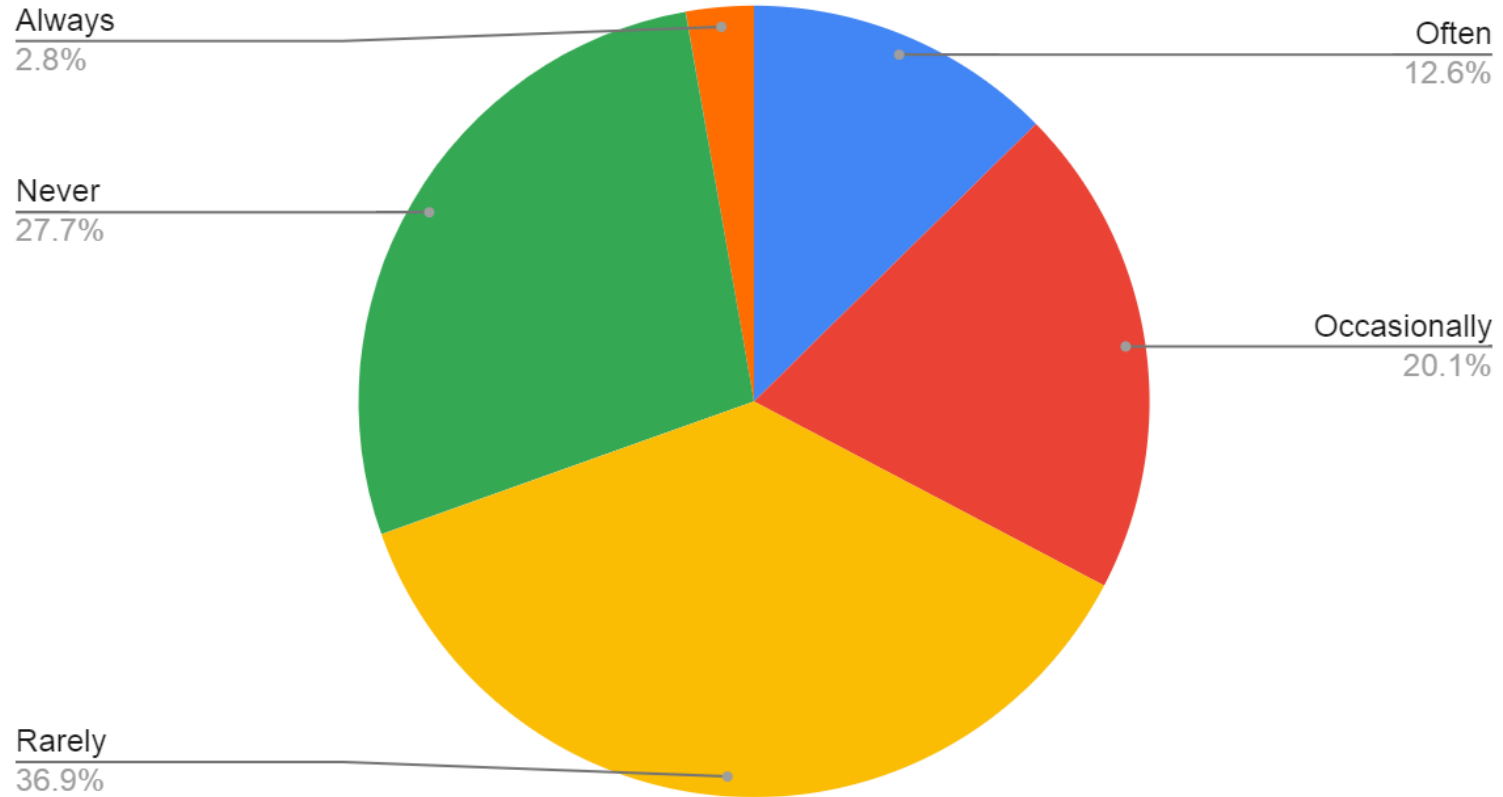
# Question 5: Results Summary

Multiple-choice answers given (only one can be selected) :

- (27.7%) Never
- (36.9%) Rarely
- (20.1%) Occasionally
- (12.6%) Often
- (2.8%) Always



## Question 5: How often do you ride on the Sidewalk?



## Question 5: Key Findings

- “Never,” and “Rarely,” have the highest percentage of total responses (with a combined percentage of 64.6%).
- “Occasionally,” “Often,” and “Always,” make up a minority of the total percentage of total responses (with a combined percentage of 35.5%).
- Despite the majority of participants saying they never or rarely use the sidewalk, more than one-third of the total number of responses show participants still utilize the sidewalk occasionally, often, or always.

# Specific Questions Asked

Based Off the Answers Selected from Question 5

You've selected "occasionally,  
often, or always."

Questions 6A and 7A

6A) You've selected "occasionally, often, or always." What is it that makes you feel you need or want to ride on the sidewalk? (Select all that apply) \*

- ☐ There isn't a bicycle path nearby
- ☐ There isn't a bike lane nearby when I ride
- ☐ There isn't a protected bike lane nearby
- ☐ I don't feel safe on the road
- ☐ I don't feel safe on bike lanes
- ☐ I don't feel safe on protected bike lanes
- ☐ Other...

# Question 6A: Results Summary

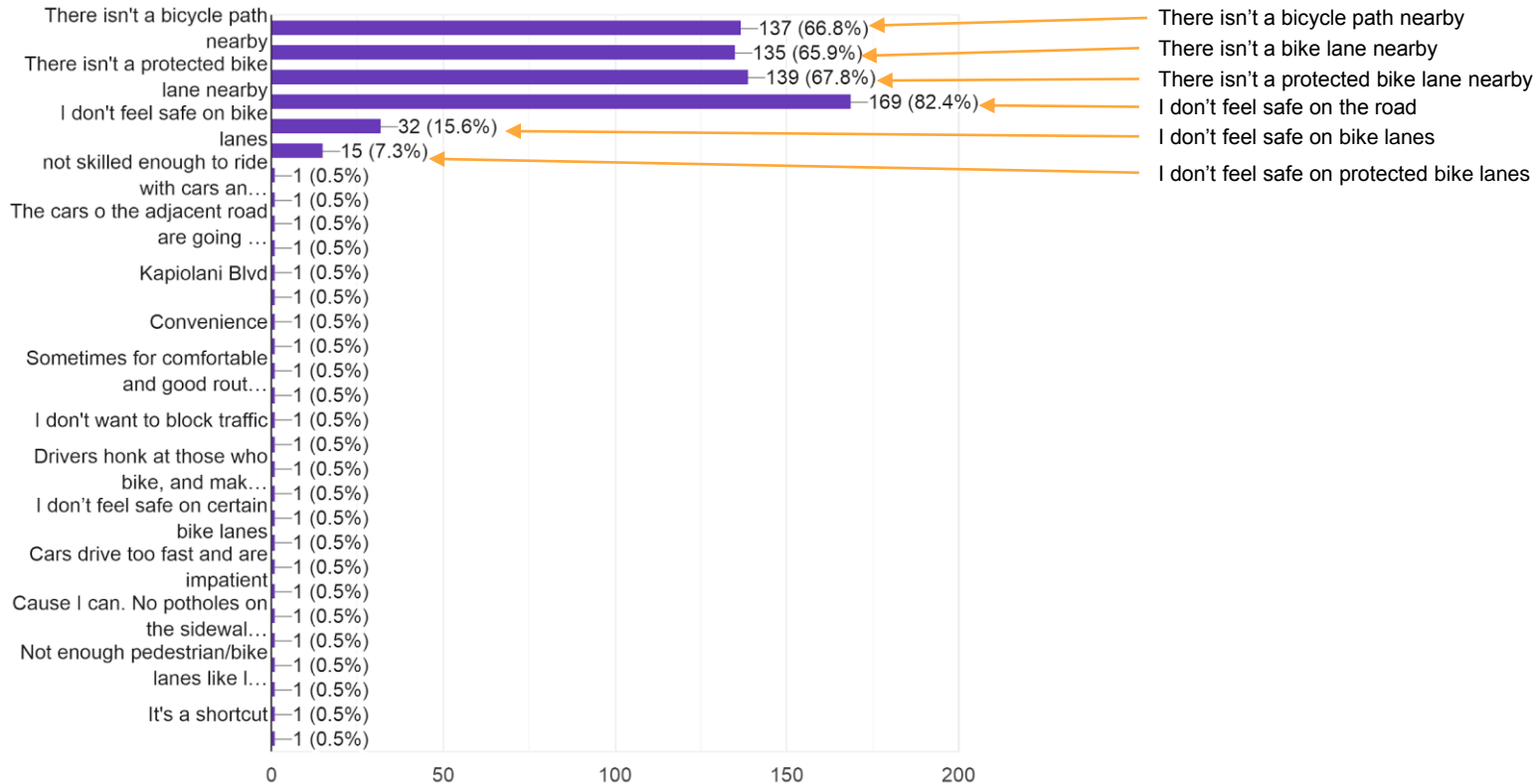
Multiple-choice answers given (select all that apply):

- (66.8%) There isn't a bicycle path nearby
- (65.9%) There isn't a bike lane nearby when I ride
- (67.8%) There isn't a protected bike lane nearby
- (82.4%) I don't feel safe on the road
- (15.6%) I don't feel safe on bike lanes
- (7.3%) I don't feel safe on protected bike lanes
- (12%) Other\* (participants may write in a personal response or leave it blank)

\*Percentage from total number of “other” responses

6A) You've selected "occasionally, often, or always." What is it that makes you feel you need or want to ride on the sidewalk? (Select all that apply)

205 responses



Number of responses per category

## Question 6A: 'Other' Answers\*

- “Cars drive too fast and are impatient.”
- “Cause I can. No potholes on the sidewalk.”
- “Drivers honk at those who bike, and make quick turns.”
- “Bike lanes stop in places where most needed.”
- “Difficult to cross from road into a bike lane on one way street (ex: ala wai mash or South St or king st where the bike lane is pushed all to one side)”
- “Sometimes for comfortable and good routes there's the occasion that a short stretch of sidewalk works best to help avoid unsafe exposure in lanes or turns lanes (sometimes you wait wait wait and never can trigger the turn signal).”
- “I am trying to get to a protected bike path but there isn't a safe way to get there without going on the sidewalk for a short distance.”



## Question 6A: Key Findings

- 82.4% of the total number of responses from participants that occasionally, often, or always ride on the sidewalk feel they need or want to ride on the sidewalk because they, “don’t feel safe on the road.”
- Other reasons such as there not being a bicycle path, bike lane or protected bike lane nearby, also had high results (~66% of total number of responses) of being another reason(s) of participants occasionally, often, or always riding on the sidewalk.

7A) What are some specific circumstances that you encountered that would have you personally prefer to ride on the sidewalk? (Select all that apply) \*

- ☐ Lack of lighting or at night
- ☐ Carrying a heavy load (groceries, books, etc)
- ☐ Carrying a friend on bike (via bike pegs or seat)
- ☐ Having a child on my bike or riding with my children
- ☐ Riding next to friends on bikes
- ☐ Riding next to a friend who is walking
- ☐ Other...

# Question 7A: Results Summary

Multiple-choice answers given (select all that apply):

- (43.9%) Lack of lighting or at night
- (19.5%) Carrying a heavy load (groceries, books, etc.)
- (2%) Carrying a friend on bike (via bike pegs or seat)
- (14.6%) Having a child on my bike or riding with my children
- (10.7%) Riding next to friends on bikes
- (6.3%) Riding next to a friend who is walking
- (56.2%) Other\* (participants may write in a personal response or leave it blank)

## Question 7A: 'Other' Answers\*

- "No Bike Lanes."
- "Traffic."
- "It is convenient to bike on sidewalk."
- "Lots of traffic on the road."
- "Too scary with cars."
- "Not feeling safe on the road."
- "If cars are going too fast."
- "Bike path closed or flooded."
- "Unsafe Drivers."
- "More Convenient path to my destination."
- "Too many inattentive drivers."
- "Safety."
- "Dangerous to ride on road."
- "Danger from cars."

## Question 7A: Key Findings

- Out of the options of answers given, many participants selected “lack of lighting or riding at night” as a specific circumstance to personally prefer to ride on the sidewalk (43.9% of the total number of responses).
- Despite given options of possible answers, the majority of participants opted to also answer or respond with “other,” and gave testimony to other circumstances why they personally prefer to ride on the sidewalk. These other responses covered more than half of the total number of responses (56.2%).
- Many of the “Other” answers more or less mention, traffic, safety, road conditions, drivers/cars, and the lack of a bike lane/path connection to be specific circumstances for them preferring to ride on the sidewalk.

You've selected "never or rarely"

Questions 6B and 7B

6B) You've selected "never" or "rarely." What is it that makes you feel this way about not riding on the sidewalk more often? (Select all that apply) \*

- ☐ Bikes don't belong on the sidewalk
- ☐ It is illegal in my area
- ☐ There's no need to ride on the sidewalk of where I ride
- ☐ I don't want to deal with pedestrians
- ☐ There's not enough space for me on sidewalks
- ☐ I don't mind riding on the road, it's comfortable enough for me
- ☐ Other bike infrastructure (bike lanes, protected bike lanes, etc.) are available to me and I use those instead
- ☐ Other...

# Question 6B: Results Summary

Multiple-choice answers (select all that apply):

- (71.6%) Bikes don't belong on the sidewalk
- (21.4%) It is illegal in my area
- (25.2%) There's no need to ride on the sidewalk of where I ride
- (45%) I don't want to deal with pedestrians
- (42.9%) There's not enough space for me on sidewalks
- (35.9%) I don't mind riding on the road, it's comfortable enough for me
- (34%) Other bike infrastructure (bike lanes, protected bike lanes, etc.) are available to me and I use those instead
- (16.1%) Other\* (participants may write in a personal response)



## Question 6B: 'Other' Answers

- “No space for bikes on the roadside.”
  - “Sidewalk provides other hazards that complicate riding.”
  - “Roads are often better maintained than sidewalks and even some bike paths.”
  - “Only ride on the sidewalk when the road is not safe.”
  - “Bicycles create a safety problem for pedestrians, passing the buck just his cars create a safety problem for bicycles.”
- 
- “It my understanding that riding on the sidewalk is illegal.”
  - “COVID and pedestrians not wearing masks!”
  - “There's not enough space for me on sidewalks.”
  - “I only ride on sidewalks for safety reasons.”
  - “Some sidewalks can be dangerous and they can be mal-maintained.”

## Question 6B: Key Findings

- Out of the options of answers given, majority of the participants (71.6%) selected “Bikes don’t belong on the sidewalk,” as a reason to why they do not bike on the sidewalk more often.
- Out of the options of answers given, “I don’t want to deal with pedestrians,” and “There’s not enough space for me on sidewalks,” were also heavily selected as a response to not bike on the sidewalk more often (respectfully, 45% and 42.9% of the total number of responses).
- Among the 16% of the total number of ‘Other’ response, participants more or less mentioned reasons that concerned limited space to ride on the sidewalk, dangers for pedestrians, riding at high speeds, and/or only riding on sidewalks as a last resort.

7B) What are some specific circumstances that you encountered that would have you personally prefer to ride on the sidewalk? (Select all that apply)

\*

- ☐ I have no intention of using the sidewalk at all
- ☐ Lack of lighting or at night
- ☐ Carrying a heavy load (groceries, books, etc)
- ☐ Carrying a friend on bike (via bike pegs or seat)
- ☐ Having a child on my bike or riding with my children
- ☐ Riding next to friends on bikes
- ☐ Riding next to a friend who is walking
- ☐ Other...

# Question 7B: Results Summary

Multiple-choice answers given (select all that apply):

- (50.1%) I have no intention of using the sidewalk at all
- (9.9%) Lack of lighting or at night
- (6.4%) Carrying a heavy load (groceries, books, etc)
- (0.3%) Carrying a friend on bike (via bike pegs or seat)
- (10.2%) Having a child on my bike or riding with my children
- (1.1%) Riding next to friends on bikes
- (6.7%) Riding next to a friend who is walking
- (39.3%) Other\* (participants may write in a personal response)

\*Percentage from total number of “other” responses 52

## Question 7B: 'Other' Answers\*

- “Some roads lack any shoulder or bike lane and are too dangerous to ride on (Ala Moana Blvd, for example).”
- “Cars are going too fast. Or no room in traffic for bike to travel. Or I’m riding against the flow of traffic.”
- “Narrow road lane and heavy traffic.”
- “Slowly riding uphill when vehicles speed past on shared roadway.”
- “No room to ride in road. Traffic going too fast or too busy to feel safe taking the lane.”
- “It is sometimes the only way to get from one bike facility to another (especially downtown).”
- “Road conditions, avoiding traffic, safety.”
- “Safety, if road is unsafe and the sidewalk is my only option. Ex: bust intersection, lots of cars turning, no bike lane.”
- “Extremely busy streets”

## Question 7B: Key Findings

- Out of the options of answers given, many participants (50.1%) selected “I have no intention of using the sidewalk at all,” when asked what specific circumstances that would have them prefer to use the sidewalk.
- Out of the options of answers given, many were lower than 11% of the total number of responses, except for “I have no intention of using the sidewalk at all,” and the ‘Other’ answers (39.3%).
- Among the ‘Other’ answers, participants more or less have mentioned that safety issues, circumstances on the road/bike facility, and route connections being a specific circumstance that would have them prefer to use the sidewalk.

# Summary of Findings

- Many participants who took the survey during this period, have been riding their bikes often.
- The majority reason for bicycling is for recreation.
- Bicycle Lanes are the most used facility for participants.
- A little more than half of participants are usually comfortable but have concern at times when riding a bike in Oahu.
- The majority of participants “never,” or “rarely” ride on the sidewalk. And majority of these participants also feel bikes don’t belong on the sidewalk when asked why they don’t ride on the sidewalk more often.
- Participants who do ride on the sidewalk occasionally, often, and always, do so for the most part because they don’t feel safe on the road.

# Conclusion

Most respondents ride on some dedicated bikeway and are comfortable when riding but have concerns at times. Concerns were mostly due to car exposure and unsafe driver behavior. Most respondents rarely use the sidewalk due to not feeling like they belong there. This feeling is likely from not wanting to deal with pedestrians or not enough space on the sidewalk. When the sidewalk is used, respondents mentioned its safety aspects, especially when there is no dedicated bikeway present or at night. Sidewalks also seem to be strategically used by respondents for short distances to mitigate concerns like being hit by a car or from road conditions on their connection.



# Appendix: 'Other' Answers

Questions 4, 6A, 6B, 7A, & 7B

## Question 4: 'Other' Answers – continued(1)

- “Very comfortable due to experience but others not so much.”
- “I have been riding for many years and I have been very comfortable in the past. Bike lanes do not connect to bike paths and abruptly end. Sharing the lane with cars has become dangerous because of road conditions and cars do not like sharing.”
- “Depends on the area in Oahu. Hawaii Kai is awesome, Ewa/Kapolei is dangerous.”
- “Riding a bike on Oahu is terrifying, but I take my chances.”
- “I’m very comfortable, but that’s because I would never try to ride certain routes, like Kapiolani or Keeamoku!”
- “I’m comfortable riding only where there are designated bike lanes and routes I know very well.”

## Question 4: 'Other' Answers – continued(2)

- “I’m comfortable riding but bike lanes end/ there is not a consistent and cohesive system for safely getting around or for doing longer distance exercise rides.”
- “I ride, but I’m not comfortable. I think drivers kill 1 person a day on motorcycles/bicycles/pedestrians. There are too many cars on island. More bicycle paths need to be created.”
- “I feel it is dangerous to ride in my Waimanalo community.”
- “Always worried.”
- “Most comfortable riding in groups.”
- “I’m usually comfortable but it depends on where I’m riding. In town, there is too much traffic and I don’t feel as if it’s safe to ride a bike. I usually just bike in Mililani.”

## Question 6A: 'Other' Answers – continued(1)

- “There are many gaps and areas that just do not safely accommodate bikes.”
- “The bike path in Waipahu, Pearl City/Aiea is unsafe with dogs and homeless.”
- “The road is narrow and the traffic is fast.”
- “I started riding on sidewalks more after I was hit by a car while I was biking on the road with no bike lane.”
- “I don’t want to block traffic.”
- “I don’t feel safe on certain bike lanes.”
- “The cars on the adjacent road are going to fast, bikes would slow down the flow.”
- “Convenience.”
- “Road is bust up or lots of cars.”

## Question 6A: 'Other' Answers – continued(2)

- “I ride on the sidewalk where it's the only alternative is riding in very treacherous road traffic. e.g. at either end of Ala Moana Beach Park.”
- “High speed roads (like Nimitz).”
- “It's a shortcut.”
- “Kapiolani Blvd.”
- “People don't pay attention enough.”
- “The area's sidewalk is a designated "bike path.”
- “Not skilled enough to ride with cars and other bicyclists in the street.”
- “Not enough pedestrian/bike lanes like lei of parks.”

## Question 6B: 'Other' Answers – continued(1)

- “I ride my bicycle faster than people walk on the sidewalk.”
- “There's not enough space for me on sidewalks; I could potentially kill someone since I'm usually going 16-20mph.”
- “I ride at speeds that would not be safe with pedestrians on the sidewalk.”
- “Sometime when I'm not sure where I'm going in a new neighborhood like Waikiki I need to go the wrong way on a one way and a sidewalk is helpful for that. Sometimes around the site of a Biki stand it's safer and much more efficient to briefly use the sidewalk before entering the street.
- “There are not always sidewalks available. And it is dangerous for pedestrians.”
- “Rarely because only when there are construction activity or when the bike lanes or areas are closed.”
- “It's not safe for pedestrians. I ride between 15-45mph.”

## Question 6B: 'Other' Answers – continued(2)

- “I ride too fast for mixing with pedestrians.”
- “On a sidewalk, I have to ride slowly and give pedestrians priority for their safety. On the road, I can ride as fast as I want.”
- “I think sidewalks are primarily for pedestrians.”
- “Sometimes there is so much traffic on the street that it's easier to go around on the sidewalk -- especially when the sidewalk is empty. A bike lane would be a better option of course.”
- “Bike lane ends, and the motorists drive too close to me. The motorists do not understand or know the law to maintain 3 feet from the side of bicyclists.”
- “It's very dangerous. Collisions with pedestrians.”
- “The side walk is safer but too slow.”

## Question 6B: 'Other' Answers – continued(3)

- “When road travel might be more hazardous, I'll get on sidewalk yielding to pedestrians.”
- “I ride on sidewalks when bike lanes end or when there is no other viable or safe option.”
- “Its dangerous to pedestrians to ride bikes on the sidewalk. Additionally often times homeless/mentally unstable individuals will chase you/leave carts and other items all over the sidewalk.”
- “I ride faster than legal sidewalk speed limit, 10mph.”
- “No sidewalks in my town.”
- “None of my bikes are legal on the sidewalk, 700c wheel size road bikes.”
- “I typically ride at a speed that makes Cycling on sidewalks dangerous for pedestrians.”
- “There are to many bumps and they are to narrow and don't allow for training without feeling out of control.”



## Question 7A: 'Other' Answers – continued(1)

- “Kapiolani Blvd.”
- “Feel safer.”
- “A lot safer than the road any day.”
- “Cars don’t care about painted lines.”
  
- “Fast moving cars; high congestion areas with lots of lane change movement for cars; areas where there isn’t a good transition between bike lane and sharrows/no bike lane.”
  
- “Deteriorated section of roadway, or non-continuous clear path.”
- “The streets are no longer safe to ride on. Not enough room for a car and me. Cars forced me on the sidewalk as there is no alternative bike lane available.”

## Question 7A: 'Other' Answers – continued(2)

- “Connecting to bike lanes where there is not a safe street option.”
  - “Lack of bike lane and too many crazy drivers.”
  - “The roads are too dangerous. Drivers don’t look for bicycles.”
  - “Full travel lane is unsafe, fast drivers on Ward Ave.”
  - “Cars trying to go around you on a single lane and areas that are bus-heavy (they can't see you).”
  - “Some last bits of routes or to make connections for routes a little bit of sidewalk works best.”
  - “Short stretches between bike friendly routes where it's just easier sometimes.”
  - “Infrastructure. Cars and vehicles riding fast. The system ending abruptly before you reach a destination.”
- 
- “The sidewalk is smoother than riding on asphalt or on the gutter.”
  - “Not enough space on the road for me to ride my bike, dangerous roads near places where I need to go to fulfill daily tasks e.g. grocery shopping with my bike.”

## Question 7A: 'Other' Answers – continued(3)

- “No shoulder on road and traffic is moving too fast.”
- “No protected bike lane and don’t want to hold up traffic by riding in the street.”
- “I try to Avoid being on the road with cars without a protected bike lane.”
- “Lack of bicycle lane, forces you to ride either on a fast speed limit road, or the sidewalk.”
- “The driving speed limit on street is too fast for my comfort.”
- “Cars drive like you don’t belong on the road.”
  
- “Roadway is too narrow and cars pass dangerously close or are impatient. If more drivers rode bikes, they would understand better.”
  
- “Too dangerous to ride on the rode Pauoa rd where goes underneath Pali Highway.”
- “Extremely dangerous interaction with cars would be required if I didn't choose sidewalk.”
- “To get to a bike path, protected bike lane or biki station.”
- “No safe bike lane; no way to get in left lane safely.”
- “Narrow street - drivers not sharing road safely.”

## Question 7A: ‘Other’ Answers – continued(4)

- “Not safe on the road - cars take the entire lane.”
- “Lack of bike lane/path/etc on roads where traffic is too heavy and fast.”
- “Roadway is clogged with cars and no safe path on street with traffic.”
- “Some high traffic areas with no shoulders force bikers onto sidewalks. For instance, Nimitz from Lagoon to Sand Island. Not bike friendly. Or Nimitz from Sand Island to Waikamilo - even worse.”
- “Some streets are too busy or lanes are too narrow or car + bike or traffic goes too fast, e.g. Piikoi going Mauna. Pensacola is difficult going up the long incline due to a health reason.”
- “Avoid an unsafe intersection and long detours due to one-way streets.”
- “No connection between bike paths (e.g., Ala Moana Blvd bridge over canal, between Ala Moana Park and Ala Wai harbor).”
- “Oahu drivers are not bike friendly.”

## Question 7A: 'Other' Answers – continued(5)

- “Drivers that do not pay attention to bicyclists. Bike lanes and riding on the road is very dangerous in Hawaii if you're on a bike or even a moped or motorcycle. When I used to ride every day for work I would almost get hit by a car 3-4 times a week from them coming over into the space where I'm at without looking or turning without checking if a bike was there.”
- “I encountered a driver that threatened violence towards the Hawaii Bicycle League recently and the HPD was unable to charge the person.”
- “Traffic - I know Honolulu drivers are not paying attention.”
- “Cars ignore biking safety laws: in danger of being hit all the time!”
- “Vehicles trying to run me off the road, or playing chicken.”
- “Traffic lanes are too narrow and too fast.”
- “The road is incredibly rough - Dillingham is an example.”
- “No other safe option.”

## Question 7B: 'Other' Answers – continued(1)

- “I predominantly ride on the sidewalk when I don't feel safe riding on the road or in a bicycle facility. This is often when cars are driving really fast, when there are too many cars, or the bicycle facility is not safe (non-protected facility where cars are driving fast and/or lots of cars). A good example of this is McCully Street. There is a bike lane there, but I don't feel safe biking there, so I bike on the sidewalk, even though there are always a lot of pedestrians. Some other good examples are University Avenue and Kalakaua Avenue (as you enter Waikiki). Or when there is no bicycle facility, like Ala Moana Boulevard, as you enter Waikiki.”
- “Some roadways have insufficient room or markings for bicycles to safely traverse & sidewalk is only option (ex. Eastern entrance to Pearl Harbor Bike Path from eastbound lanes of Kam).”
- “Only if there is not a safe road option traveling from UH to Kaimuki.”
- “Lanes are too narrow.”
- “Short gap on one way street (Ala Wai Blvd) or short distance on too busy of a road (Kalakaua).”
- “Obstructions in bike lane. Bike lane not feeling safe due to vehicle traffic.”
- “Poor Infrastructure / Lazy Transportation Planners”

## Question 7B: ‘Other’ Answers – continued(2)

- “This survey didn’t ask why cyclist don’t like riding on Oahu. There aren’t bike lanes and drivers are UNAWARE of cyclists and the laws to protect them! Would love to ride more, if it were safer.”
- “Bicycle path ends abruptly in a way that makes it difficult to safely enter the road at La'ua & Date St, at Kapahulu at the library, and when crossing Ala Moana Blvd to Ala Moana Park, Ala Moana Mall, and Ward.”
- “Heavy traffic in an uphill direction on a roadway with no bicycle markings would move me to ride on the sidewalk.”
- “I live on the North Shore where there are no sidewalks.”
- “Ease of getting where I need to be to use other options, example: end of cycle track.”
- “Potholes in road.”
- “Where it is too dangerous to ride on the road.”
- “Lane too narrow with lots of traffic, debris (glass, etc.) on shoulder.”
- “The road is too dangerous e.g. Nimitz, Ala Moana Blvd.”
- “Inadequate room on the road, e.g., bridge crossings in Hawaii Kai area.”
- “Need to travel in opposite direction on a one-way street.”

## Question 7B: ‘Other’ Answers – continued(3)

- “I would only ride on it with a child on my bike. Drivers here are irrational when it comes to cyclists and put our lives in danger frequently.”
- “Sometimes the sidewalk is easier when the roads are very crowded and there isn't a bike lane.”
- “Not enough space on the road to share with cars, and/or unable to pedal at the speed of traffic.”
- “Around dangerous corners where vehicles speed.”
- “No bike lane on the road, lane is too narrow for both cars and bikes to share the space, sidewalk is only used in those cases.”
- “Routes that have very high traffic and no bike lanes.”
- “Where it is not safe to ride in the street, I.e., connecting from Kawelo to Ala Moana Park- you need to ride in the sidewalk as it is not safe to ride in Ala Moana Blvd.”
- “If the road surface is unsafe or high vehicle volume.”
- “High-speed road with no bike facility (e.g., Ala Moana Blvd over the Ala Wai Canal).”
- “Busy road without enough space on side for a bike.”
- “Avoid conflicts with vehicular traffic.”
- “Road closed or very limited due to construction.”



## Question 7B: 'Other' Answers – continued(4)

- “I Ride on the sidewalk for short distances to get away from overcrowded multiple lane streets during rush hour where I am not that safe. For example, when going mauka on Piikoi past King Street, I get on the sidewalk at Young because that block is so crowded during rush hour. With the Pensacola bike path I don't have to do that. Thanks!”
- “Some sections of road where cars travel fast and there isn't a shoulder I might opt for a sidewalk but many of times there isn't one. Like on Nimitz past Waiakamilo.”
- “Sometimes at intersections. Sometimes I slowly ride on a very small section of a sidewalk to allow cars behind me to pass. Usually at intersections that may become narrow on the opposite side of the light. I always ride slow and if the foot traffic is heavy, will hop off my bike.”
- “If the sidewalks were bigger/wider and did not start/stop causing me to veer in and out of the road, I would use them in my bike. Currently most sidewalks (if they are even available) do not offer enough room for both bikes and pedestrians.”
- “In some areas, bike lanes disappear and you end up having to share a lane with cars going over 30-40 mph. It's unsafe and forces a cyclist to use the sidewalk instead. (example: Nimitz bike lane heading downtown from the airport.”

End